

STORM'S DEATH LIST MAY TOTAL 400; LOSS \$15,000,000

Galveston Saved From Disaster by Sea Wall, but Part of City Is in Ruins.

(Special From a Staff Correspondent of The Evening World.)

GALVESTON, Aug. 18.—According to reports from the storm-swept zone of Texas, the total number of lives lost will reach 400.

Estimates of the death toll at various places are: Texas City, 32; Galveston, 14; Virginia Point, 1; Hitchcock, 7; Loperita, 7; Port Arthur, 5; Bryan Beach, 1; Lynchburg, 5; Seabrook, 1; Houston, 5; and Dickinson, 1.

Reports from Beaumont say that fifty-six persons were lost when the dredge San Houston went down in Galveston Bay. It is also reported that the dredge San Jacinto, with a crew of fifty and a tug are missing, and believed lost. Thirty persons who boarded a steamer at Port Bolivar lighted when the vessel broke from its moorings and drifted into the Gulf.

There were various other reports of missing persons throughout the devastated zone, while numbers of fishing men and crews of Gulf craft are missing. These it is believed will swell the total to the figure named.

The property loss is estimated at \$15,000,000, Galveston suffering to the extent of \$8,000,000.

Advices reaching here say the War Department has ordered tents and bedding sent to the storm sufferers in and around Galveston.

The Galveston sea wall was largely responsible for saving the city from a worse fate than it suffered fifteen years ago. In 1900 8,000 persons met death and the property loss reached \$15,000,000.

In the storm of this week the wind grew in intensity from early Monday morning and reached its highest velocity at 3 A. M. Tuesday, when the barometer dropped to 29.44 and the wind attained a velocity of ninety-three miles an hour. All day long and part of the night the wind had been from the north, indicating that the storm centre was located south-east of the island. About midnight the direction of the wind veered around to the east with increasing intensity and it was this wind that brought about the worst results of the storm.

While the water from the Gulf did little more than smash the bungalows along the boulevard, the east wind caused the water in the bay to rise rapidly. It appeared to rush into the business streets and invaded the stores. While the wind was at its height a fire broke out in a laundry, followed shortly after by another alarm. It was impossible to use the auto machines and the few horse-drawn wagons were taken to the area through water six to eight feet deep. It was found necessary to dynamite one building for lack of facilities to fight the flames.

As soon as it became known that the storm was likely to prove damaging the Weather Bureau forecasters sent warnings down the island to the farmers and residents, who promptly came to the city. Several keepers of oyster resorts refused to heed the warning and it is probable that they have lost their lives.

Camp Crockett, located just off the city proper and where are stationed several thousand soldiers, besides the regular coast guard garrison, suffered severely. While none of the permanent buildings belonging to the barracks were seriously damaged not a tent or temporary building put up for the accommodation of the second division United States Army is left standing.

Early Monday evening the soldiers were relieved of all duty and told to go to the city and find such places of safety as they could, and this action probably saved the lives of hundreds

of men and gave the city police protection much needed, for no sooner had the full fury of the storm struck the city than negroes and others began looting the stores and residences that had been abandoned, while the inmates sought safety in the public buildings of the city.

Just before the soldiers at Fort Crockett started for the city a big three-masted schooner, the Allison Doura, came ashore, just east of the Government reservation. The vessel, with anchors dragging, came on the crest of a big wave, her bow landing fair on the top of the sea wall, which is seventeen feet higher than mean high tide. As the water receded the vessel fell on the rock rip-rap at the base of the sea wall and soon went to pieces. Capt. Evans Wood and crew of seven were rescued by the soldiers, who with heroic daring rushed into the waves and drew the men ashore. Capt. Wood had both legs broken.

Soldiers are aiding the police in guarding the city to-day, having been requested by Mayor Fisher. The Morgan Line steamship El Sud was blown ashore on the south jetty and lies helpless with seven feet of water in her hold. With the hilling wind it is hoped no further damage will be done here. The Austrian steamer Moravitz, which interned here at the beginning of the war, dragged her anchor and is ashore on Red Fish reef seven miles up the bay.

A big gray tramp steamer whose name could not be ascertained is high on the crest of the Southern Pacific docks. The British freighter Benwood broke away from the dock and was blown on the dike just

across the channel from the city. Not much damage was done. The United States transport McClelland is also ashore on the Pelican Island dike and two freighters are aground in the Texas City harbor. The damage to small vessels trading here is quite heavy.

While the portion of the city protected by the sea wall fared fairly well, the portion beyond the protection of the wall, just west of the city proper, sustained terrible damage from Broadway south to the Gulf. There is not a house standing nor did the occupants of several hundred of the smaller dwellings, occupied mostly by workmen and their families, save so much as a bed upon which to sleep.

The breaking of the \$1,000,000 causeway is probably the most severe blow, materially, that the city has sustained. Over this bridge every train comes into and leaves the city. There is a 300 foot break in this structure that will take weeks to repair. The city water main occupying a portion of this roadway is broken and unless some measure of relief is put into operation there will be suffering from water famine. Relief commissions are being forwarded and every measure adopted for taking care of the situation. There are ample provisions here for a month and water being assured, the city will fare very well even if rail communication is not restored for weeks.

Body Identified.
The body of a man taken from the East River off Thirteenth Street, was identified to-day as that of Charles Freeman, a tailor, of No. 173 Monroe Street, whose wife reported him missing Aug. 15.

CHIDED FOR DANCING, BRIDE TRIES SUICIDE; IS SAVED BY HERO

Girl Leaps Into Harlem River and Brave Driver Follows Her.

Because her father admonished her after she had stayed late at a dance Mrs. James Meehan, a pretty girl of eighteen, sought to drown herself to-day by jumping into the river under the Harlem Bridge. She was rescued by plucky Alfred Jones, a driver, living at No. 580 East One Hundred and Thirty-sixth Street.

Jones was on his way to work shortly before 8 o'clock. When crossing the bridge at One Hundred and Forty-fifth Street he saw the girl, excited and mumbling to herself, go down the stairway of the bridge. He followed.

At the dock she removed her white coat and leaped into the stream. Jones plunged into the river after the girl. The tide carried her down stream for a block. There Jones, a strong swimmer, succeeded in reaching her as she was being carried under. He grasped her by the hair and then by the arm and struggled with her back to the dock. Policeman John S. Bennett of the

West One Hundred and Thirty-fifth Street police station ran to his assistance. The girl was barely conscious. She first gave her name as "Nellie McGrath" of No. 45 West One Hundred and Fortieth Street. Dr. Jennings of Harlem Hospital took her to the hospital under arrest for attempted suicide.

The husband of the girl is a steam-fitter. They have been married only a short time and have been living with the girl's parents. The girl herself is employed as a saleswoman. Her husband was at work when his bride's father lectured her on her love of dancing.

STEAMSHIPS DUE TO-DAY.

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Inverclyde, Falmouth 10 A. M.
Carrillo, Cristobal 11 A. M.

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